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Red Rover - The U.S. Navy's First Hospital Ship

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The use of hospital ships in support of U.S. naval operations became commonplace during the Pacific campaign of World War II. Thousands of soldiers and sailors were spared their lives by the efforts of the physicians and nurses who manned the floating hospitals. The Mercy, Relief, Comfort, Solace, and others provided the very services that their names imply.

Recently, the use of several of the World War II hospital ships was authorized in connection with Operation Hope - a program designed to provide medical care to many millions of suffering, underprivileged people throughout the world.

It shall be the purpose of this paper to examine the history of the forerunner of these modern "havens of mercy" - the United States Naval Hospital Ship Red Rover.

The first recorded account of the use of hospital ships in a naval engagement is made in Spanish records of the Armada. Provision was made for eighty-five physicians and surgeons to serve aboard a hospital ship to accompany the Armada on their ill-fated voyage in 1588. The Royal Navy lists a hospital ship in 1665, and toward the end of the seventeenth century, French naval surgeons recommended that a hundred-bed hospital ship accompany every ten ships of the line. This recommendation was approved, and several hospital ships were available for use at the Battle of Beachy Head in 1690. During this period, it was common practice, however, to use captured vessels as hospital transports, sending home the casualties of naval warfare. (1)

Admiral Byng sailed from Spithead in 1718 with a hospital ship accompanying his fleet of twenty ships, (2) and Admiral Vernon had two hospital ships which were then designated "hospital ships. (3) HMS Charon was used as a hospital ship in 1794 as a part of Lord Howe's fleet at Ushant, and was employed frequently during the ensuing years of British naval expansion. (4)

Shortly thereafter, the first reference to a hospital ship for the U.S. Navy appeared in a treatise written by Dr. Edward Cutbush in 1808. Cutbush stated that such ships must be "large, dry, and commodious", and outlined detailed instructions for their operation. (5) "The Rules and Regulations and Instructions for the Naval Service of the United States," published in 1818, repeated what Dr. Cutbush had written concerning the operation of hospital ships, but no definite mention of an actual hospital vessel was made in the records of the Navy prior to the Civil War. (6)

Since the work of Cutbush was instrumental in the establishment of the Bureau of Medicine and Surgery in 1842, it is quite conceivable that his mention of hospital ships was only an attempt to provide for American progress in a field already explored by other nations.

Until the middle of the nineteenth century, military commanders had largely renounced any obligation to the sick and wounded in a campaign. With the advent of the Civil War, however, this perspective was changed, and more money was expended for the cure of disease and care of the wartime casualties than in any previous conflict. (7) Provisions were made for steamers to be used as hospital transports to carry the wounded to shore hospitals. (8) The steamer City of Memphis was the first ship so fitted out, being chartered on 7 February 1861. However, sanitary conditions of these ships were poor even by contemporary standards. (9) The need soon became apparent for a fully-equipped hospital ship, capable of properly caring for the sick and wounded.

The pre-war identity of the U.S. Navy's first hospital ship has still not been clearly established. One faction of historians claims that it was the John Simonds, 1024 registered tons, a well-known packet on the Memphis-New Orleans run, which had been built at Freedom, Pennsylvania, in 1852. (10) The opinion of the majority of Mississippi River historians, however, concurs with the official reports, which indicate that the ship was originally the Red Rover, built in 1859. (11) It will be the purpose of this section to establish the identity of the first U.S. Navy hospital ship.

A sketch, appearing in Harper's Weekly issue of 3 May 1862, shows both the John Simonds and the Red Rover. (12) From a comparison with photographs and a painting made after the conversion to a hospital ship, further evidence may be offered to substantiate the theory that the wheel house of the ship in question had always borne the name Red Rover. (13)

Additional proof of the pre-war identity of the ship can be found by examination of the official reports of Union and Confederate forces at the battle at Island No. 10. The John Simonds was sunk, and although it was later raised, (14) it could not have been the ship that was repaired for minor damage on the day following the surrender, and converted for hospital use. The repair party found that a shell had passed through the entire ship (15) a fact substantiated by Confederate reports concerning damage to the C&S Red Rover of the same nature. (16)

A third - and perhaps rather elementary - point to consider is the name given to the new hospital ship - the Red Rover. This would seem to indicate that, of the two possibilities, the ship was originally the Confederate ship Red Rover.

Finally, it seems inconceivable that the 1024 ton John Simonds would be converted and used as a hospital ship, particularly in view of the shortage

of warships on the Mississippi at that time. The Red Rover, however, had been used as a quarters ship, (17) and would appear to have been ideally suited for use as a hospital ship.

The history which follows, therefore, is predicated upon the conclusion that the U.S. Navy's first hospital ship was originally the C.S.S. Red Rover.

Built at Cape Girardeau, Missouri, in 1859, (18) the Red Rover was employed as a commercial vehicle on the Mississippi River until it was purchased by the Confederate government on 7 November 1861 for \$30,000. On that same day, Lieutenant John Julius Guthrie, C.S.N., (19) was ordered to assume command of the C.S.S. Red Rover.

It was decided to employ the vessel as a quarters-ship for the C.S. Floating Battery New Orleans. The ship departed from New Orleans on 25 November 1861 to proceed to her rendezvous with the battery. The Red Rover and New Orleans met near Columbia, Arkansas shortly thereafter, and Lt. Guthrie assumed command of both vessels. (20)

One of the primary missions assigned to the Union Navy during the war was to secure control of the four thousand miles of navigable rivers in the West - the primary means of transportation in the area. By controlling these waterways, gunboats could be used in conjunction with land forces, and could likewise provide logistic support and deny the use of the waters to the enemy for similar purposes. (21)

Realizing this, the Confederate planners had established their first line of defense - the "Northwest Barrier" - to include the western extremes of Tennessee and Kentucky, and the navigable rivers bounding these areas. At this stage in the war, a considerable portion of the Confederate land forces were concentrated at Columbus, Kentucky, under the command of Brigadier General Pillow, in an attempt to retain this stronghold. It was decided to send reinforcements to Pillow's aid, (22) so the battery and quarters-ship, along with several other recently acquired vessels, steamed to Columbus, arriving there on 11 December. (23)

On 2 December, while enroute to Columbus, the Red Rover achieved a certain degree of notoriety when she was detached from the group for the purpose of confiscating a coal barge tied to the landing at Napoleon, Arkansas. The obtrusive tactics of the soldiers and commanding officer, together with the unauthorized impressment of several local citizens with considerable responsibilities at home, turned local opinion against the Confederate States Navy and its policies. (24)

After the fall of Columbus on 22 February, (25) Commodore Hollins moved the Confederate naval forces, including the battery and Red Rover, downriver to bolster the defenses at Island No. 10, near New Madrid,

Missouri. (26) On 2 March, the two vessels were ordered to the Northwest end of the island to command the river channel and to be protected by the batteries ashore. (27)

Shortly thereafter, Lieutenant Samuel W. Averett, C.S.N., relieved Lt. Guthrie of command of the battery and Red Rover, (28) and soon fell under the bombardment of Union gunboats stationed downriver. On the eleventh day of shelling, 25 March, the Red Rover was hit by a shell which passed through all her decks and even penetrated her bottom. This damage caused her to take on a considerable amount of water, but posed no grave danger of sinking. (29) Having no armament, (30) she then tied up to the Tennessee shore, where she remained throughout the final days of the battle. (31)

Captain Henry Walke and the U.S.S. Carondelet made their famed run past the Confederate batteries during the night of 4-5 April, (32) and two days later, twenty-three days after the first shot had been fired, the remnants of the Confederate defense surrendered to Union forces. (33) The Red Rover was found where it had been left on the Tennessee shore, and was taken into custody, along with three other floating steamers. (34)

Among the one hundred people captured aboard Confederate transports that day were three found on the Red Rover. The cook and stewardess of the ship, along with a boy eight years of age, were removed from the quarters-ship, and sent to Camp Douglas, in Chicago, with most of the other prisoners taken at Island No. 10. (35)

On the following day, 8 April, Commander Kilty, captain of the gunboat Mound City, which had taken possession of the Red Rover, ordered his engineers and mechanics to repair the damages suffered by the captured vessel. The workmen stopped the leak and pumped out excess water, making the ship sufficiently seaworthy to make a trip to Cairo, Illinois, on the next day. The repair party found little of military significance aboard the vessel besides the Confederate signal book, but did discover a mass of papers and letters indicating the demoralized attitude of the Confederate forces just prior to the surrender. (36)

Early May saw the Commencement of Conversion of the Red Rover at St. Louis in accordance with the plans submitted by Quartermaster George D. Wise, U.S.A., and approved by Commodore Charles H. Davis, U.S.N. (37) In an effort to better outfit the ship for her medical tasks, Wise appeared before the Western Sanitary Commission, requesting financial assistance. The Commission, organized to unite civilian efforts and contributions to the sick and wounded on the Western battlefield, heartily approved the concept of a fully-equipped hospital ship. They agreed to support the conversion of the Red Rover, and contributed various stores and medical supplies valued at \$3500. It also arranged for the assignment

to the ship of two excellent physicians from Boston, Dr. George H. Bixby and Dr. George H. Hopkins. (38)

The Red Rover was fitted up during the month of May in a fine manner. She had bathrooms, laundry, two separate kitchens for the sick and the well, an icebox of three hundred ton capacity, gauze blinds for the windows, an operating room, and an elevator for the transportation of patients between the upper and lower decks. These facilities, added to the complete outfit of beds, bedding, furniture, sanitary stores, and medical dispensary donated by the Commission, made the ship a most complete and efficient medical unit. (39)

Captain Wise was hopeful that she could enter fleet employment by the first of June, but her hull was found defective, and her departure was delayed. (40) Finally, on 10 June, the conversion and repairs were complete, and the ship travelled upriver to report to Fleet Captain A. M. Pennock for duty. Captain Pennock gave no permanent instructions to Acting Master C. H. Daniels, her commanding officer, or to Dr. Bixby, who had been designated medical officer-in-charge, but rather left the employment of the ship to the judgement of Commodore Davis. The Red Rover left Cairo on 11 June, carrying enough stores for the crew and medical supplies for three months of operation. The following day, she received her first patients, when she relieved the Ram Fleet of her sick and wounded. (41)

On 17 June, the Mound City, the vessel which had taken possession of the Red Rover at Island No. 10, was hit by a shell in her boiler, during an engagement with Confederate batteries at St. Charles, Arkansas. The resulting explosion severely scalded many of her officers and men, including the commanding officer, Captain Kilty. Plunging into the water to ease their pain, the men found the Confederate batteries trained upon them. These batteries, along with Confederate sharpshooters, send many scalded sailors to their death. (42) Several days later, the Red Rover arrived in Memphis to receive the survivors of the incident, who had been transported there by another gunboat. (43)

It was at this time that the first female nurses were carried aboard a U.S. Navy hospital ship. Sister Angela, the Superior of the Sisters of the Holy Cross order in the area, kindly offered the services of the sisters for work aboard the Red Rover. (44) A scarcity of adequately trained medical personnel and a genuine appreciation of the sisters' work with the Ram Fleet prompted the approval of Sister Angela's offer. (45) These women thus became the forerunner of the U.S. Navy Nurse Corps.

On 24 June, the Red Rover departed from Memphis for Cairo to determine the best facilities for disposition of the casualties. (46) After considerable investigation and discussion, the ship transferred the majority of her patients to the Mound City General Hospital on 26 June. Although one patient died after arrival at the hospital, all others, including Captain Kilty, recovered normally. (47)

It was discovered, upon examination, that the sternpost of the Red Rover was broken from the keel up, (48) so, two days later, she was hauled on the ways at the Mound City ship yard for repair. (49) This ship yard is often called the "ship yard at Cairo," but was, in actuality, some seven miles above the city of Cairo. Though the yard extended over ten acres of land, many of the facilities, such as the machine and carpenter shops, were housed afloat in steamers. (50)

On 8 July, the Red Rover got underway from Mound City, and proceeded downriver. (51) On the morning of 12 July, she arrived above Vicksburg to join the naval forces of Commodore Davis. (52) On the evening of the 15th, the hospital ship went alongside the gunboat Carondolet to remove casualties incurred during the Yazoo River action that morning. Shortly after the flotilla had entered the river, the Confederate ram Arkansas succeeded in passing the entire flotilla and ram fleet, inflicting heavy casualties. (53)

On 18 July, Captain Daniel tendered his resignation from command, which was accepted and made effective three days later. (54) On the 22nd, the Red Rover was host to Captain Walke, of Island No. 10 fame, while the fleet engaged the enemy opposite Vicksburg. (55) Shortly thereafter, the ship moved to Helena, Arkansas, in support of fleet operations there. On 29 July, she had the misfortune to catch on fire, but all available boats were immediately dispatched, and the blaze was soon extinguished. (56)

On 16 September, Commodore Davis appointed William R. Wells, of Burlington, Iowa, as first master in the gunboat service, and ordered him to take command of the Red Rover, still lying off Helena. (57) Shortly before, Dr. Bixby had proposed changes to adapt the ship for winter operation, which were approved by Commodore Davis. (58) It was decided to make the alterations at Cairo, but before the ship could be docked, it was necessary to discharge the patients which she carried at that time. Since all hospitals were full, provisions to quarter the sick and wounded of the Red Rover at the Mound City Hotel during the alteration period. (59)

On 30 September, all vessels, officers, and crew of the Western Flotilla passed into official control of the Navy Department, and were placed under the command of Admiral David Dixon Porter. On the same day, the Department formally purchased the Red Rover from the Illinois Prize Court for \$10,000. (60) On 7 November, Doctors Bixby and Hopkins were appointed as acting assistant surgeons in the U.S. Navy. (61) Work on the ship continued during the months of November and December, and finally, on the 26th of the latter month, commissioning ceremonies added the U.S. Naval Hospital Ship Red Rover to the roster of ships. (62)

On the following day, the ship received an enormous shipment of supplies for their Deck, Engineering, and Paymaster Departments. Included in this shipment was a thirty-two pounder, thirty-three cwt., and

its associated ammunition - thirty-two pounder cartridges, grape, canister, and five, ten, and fifteen inch shells. Two muskets, five pistols, and five revolvers were also brought aboard to complete the self-protective arming of the Red Rover. (63)

On 28 December, the ship finished coaling, and shortly before noon, got underway downriver. (64) Her safe passage was challenged near Bolivar Mississippi, by reports received from General Gorman, U.S.A., of Confederate strength at that point. (65) Accordingly, she returned from Helena, and became part of a convoy, using bales of straw to protect her boilers from shot. On the first morning of 1863, she passed Bolivar with guns loaded, but no molestation occurred, and she was able to report to Admiral Porter that evening. (66) General Sherman had requested the medical assistance of the Red Rover after suffering heavy casualties in his assault on Chickasaw Bluffs on 29 December. (67)

On 2 January, Red Rover joined the remainder of the fleet at the mouth of the Yazoo River, and remained there for a fortnight. (68) Early on the morning of the 9th, the fleet got underway to conduct operations in the White River, (69) leaving the hospital ship and the Torrence to guard the mouth, protect the coal barges, and to notify the main body of any danger. The Red Rover also made use of her vast refrigeration system by storing the vegetables of the main body until their return, (70) and transferred patients to the U.S. Army Hospital Transport D.A. January. (71)

On 21 January, the fleet got underway, and that evening, about a mile below Napoleon, Arkansas, a band of "Partisan Rangers" fired into the Red Rover - one of the shots entering the hospital. (72) Admiral Porter, upon discovering this, became infuriated and issued a general order calling for all such guerillas which were captured to be "strung up from the nearest tree." This drastic order provoked an interchange of correspondence between Porter and General Stevenson, C.S.A., at Vicksburg, who threatened like reprisal. (73)

Two days later, the fleet anchored at the mouth of the Yazoo River, (74) where they were to remain for several months, in support of operations there. (75) The Red Rover often temporarily abandoned her station for purposes of burying her dead, transferring her patients to a land hospital, or procuring ducks, chickens, and eggs from the plantation of Jefferson Davis. (76) It was found that the ship provided excellent recuperation facilities for fever stricken patients, which could not be matched on shore or aboard the iron-clad gunboats. Explosions, such as the Mound City incident, became frequent as the war continued, causing many patients to be admitted with severe burns. The cool wards, ice boxes, and rigorous diet (77) administered by the ship's medical staff must have seemed like an oasis in the barren desert of war.

On one such trip to unload her patients, the Red Rover proceeded

upriver to Memphis, (78) where the majority of her sick and wounded could be transferred to Hospital Pinckney. (79) While there, the ship experienced the timeless problem of drunken sailors returning from liberty every night. (80) The ship spent the period from 29 April until 20 May at the Memphis Navy Yard being repaired for minor damages. (81) On the 20th, the ship departed from the ship yard, proceeded down river, and arrived at her old station late in the evening of 22 May. (82) During the following weeks, she evacuated casualties from the fleet forces, as firing between the ships and Confederate fortifications at Vicksburg grew heavier. (83) On 20 June, she stationed herself slightly above Young's Pass, ready to fire her lone thirty-two pounder, to prevent the escape of the enemy from Vicksburg. (84)

At 1000, 4 July, the Red Rover received the long-awaited news of the unconditional surrender of Confederate forces at Vicksburg, (85) and a fortnight later, got underway for Memphis. (86) The end of the siege at Vicksburg marked the completion of major fleet maneuvers in Western waters. Thereafter, the Mississippi Squadron, including the Red Rover, had little to occupy their time aside from repair and resupply operations.

Arriving in Memphis after a three day voyage, the hospital ship unloaded her patients, and was resupplied with medical provisions. (87) The Western Sanitary Commission continued to send supplies to the Red Rover - a library of books, sanitary storechests, hospital clothing, and other medical necessities. (88) Two weeks after her arrival, she departed from Memphis, heading downriver to deliver medical supplies to the one-surgeon medical departments aboard the gunboats. Her seventeen day trip took her as far south as New Orleans, with stops for medical supply issue and receipt of sick and wounded at such fleet outposts as Port Hudson, Natchez, and the mouth of the Red River. (89) Tying up near the Navy Yard upon her return to Memphis, (90) she remained in port until 16 November. Sorely in need of major repairs, she departed that date for Cairo, (91) and on the 19th, anchored close to the Mound City shipyard. (92) Due to the inavailability of berths in the shipyard proper, she was forced to remain anchored in the stream until 3 December, when she moved into the lower end of the yard, and into the berth vacated by Porter's flagship, Black Hawk. (93) Only a day earlier, the ship's captain, William R. Wells, had received a promotion to the rank of Acting Volunteer Lieutenant. (94)

It was not until late February, however, that the Red Rover was entirely on the ways for hull repair. (95) On 10 March, she came off the ways, (96) but further work was found necessary, and it was not until 12 April that the ship was structurally fit to rejoin the fleet. (97)

She got underway that day, arriving on 13 April off Fort Pillow, where she took some twenty wounded Confederate soldiers aboard. Most of these men had been removed from the battle area by the Platte Valley, and soon, under the efficient direction of Fleet Surgeon Ninian A. Pinckney,

their wounds were dressed and comfortable quarters were provided. (98)

During the following week, she steamed downstream, distributing medical supplies to Union ships at various stations along the river. On 19 April, she anchored at the mouth of the Red River, (99) where she remained in support of Admiral Porter's upriver venture. (100)

In early May, the ship took a two-day journey to Baton Rouge, (101) and later in the month, travelled as far south as New Orleans for resupplying purposes. (102) On the return trip, orders for the detachment of Acting Volunteer Lieutenant William R. Wells were received, and Acting Ensign Charles King was given command of the ship. (103)

On 25 May, the Red Rover hoisted her anchor, and proceeded upstream to deliver medical supplies at Natchez, Vicksburg, White River, and Helena, arriving off Memphis on 3 June. Four days later, she got underway, once again bound upstream, and arrived off Mound City on the 9th of the month. (104)

The Red Rover remained at Mound City for repairs until 8 July, when she picked up stores and headed downriver. (105) Two days earlier, Assistant Surgeon J.S. Knight had reported aboard to aid Doctors Bixby and Hopkins in the Medical Department. (106) In the evening of the 9th, the ship landed at Memphis to transfer her sick to Hospital Pinckney and to receive medical stores. (107)

Once again, the Red Rover adopted the status of medical supply ship, delivering her stores to ships along the lower banks of the Mississippi, journeying as far south as Donaldsonville, Louisiana, (108) and returning to Memphis by 4 August. (109)

During that month, a determined 2500 man Confederate drive made a final effort to regain the city of Memphis, but only succeeded in establishing control for a matter of hours before they were repulsed by Union troops. During the battle, the Essex was damaged, and the Red Rover got up steam and went alongside, ready to tow the damaged ship to safety, if necessary. (110)

The Red Rover remained at Memphis, working in conjunction with Hospital Pinckney, until 24 October when, loaded with medical supplies, she embarked upon her last extended journey. Filling its collateral duty as supply vessel for the final time, the ship visited Union ships on patrol duty from Memphis to New Orleans during its month-long voyage, returning to Memphis on 23 November, (111) to an anchorage in the stream near the Navy Yard. During the latter part of December, she was repaired for minor damages at the yard. (112)

Shortly after the beginning of the new year of 1865, the Red Rover

departed from Memphis for Mound City, where she was to spend her remaining days as a U.S. Navy ship. (113) For several months after the surrender at Appamatox, however, the Red Rover was carried on the active list of Navy ships. It was not until 12 August 1865 that she was finally decommissioned, and her officers and crew transferred. (114)

On 26 September, Dr. George H. Bixby, the man who probably contributed most to the efficiency and effectiveness of the hospital ship, was honorably discharged from the U.S. Navy. (115) He returned to his medical work in Boston, where he did important research work and was the author of numerous treatises. (116)

The ships of the Mississippi Squadron were sold in a series of auctions held by Solomon A. Silver that autumn in Mound City. In the last of these, the Red Rover was purchased by Mr. A.M. Carpenter for \$4500, thus ending the military service of the U.S. Navy's first hospital ship. (117)

The medical journals of the Red Rover have been preserved in the Records Division of the Navy's Bureau of Medicine and Surgery. These documents show some of the medical aspects of the Red Rover's various operations, and underscore the importance of this vessel to the Union Army and Navy during the Civil War. Normally, seventy-five to one hundred patients were carried by the ship, but this number often fell to five or six after arrival at a shore-hospital. (118)

As has been mentioned, the nursing was done largely by a volunteer Catholic sisterhood, but they were assisted by male ambulatory patients, who had recovered sufficiently to be designated for this duty. The number of medical officers aboard the hospital ship varied during its period of operation from two to seven - including the Fleet Surgeon, Ninian A. Pinckney. (119) Several colored laundresses were carried aboard, to insure fresh linen for proper sanitary conditions. (120) When on duty with the fleet, the Red Rover carried twelve officers, and approximately twenty-five men, in addition to the medical staff mentioned above. (121)

From this history, therefore, it is hoped that the importance of the hospital ship Red Rover in the Mississippi campaign of the Civil War can be appreciated. As a result of the efforts of the Red Rover's physicians and staff, the squadron suffered only a small fraction of the sickness found in other battle areas during the conflict. This saving of life and suffering must stand as the most monumental tribute to the work of the U.S. Navy's first hospital ship, the Red Rover.

BIBLIOGRAPHIC ESSAY

The most important source of material for this paper was the Official Records of the Union and Confederate Navies in the War of the Rebellion, 31 v. (Washington, 1894-1931). This collection of reports, letters, and personal papers furnishes a wealth of information concerning the Red Rover, and possesses the veracity and accuracy necessary for research. Since little has been written about the ship, these documents represent the primary source for this paper. The records constitute a most unbiased source, since both Union and Confederate documents have been reproduced for easy comparison.

Chronologically supplementing the official records mentioned above are the two volumes, Deck Log, U.S.S. Red Rover, December 27, 1862 to December 30, 1863 and Deck Log, U.S.S. Red Rover, January 1, 1864 to January 1, 1865, on file at the National Archives, in Washington, D. C. Since the official records are largely reports made during 1862, the deck log information beautifully supplements the former material. The logs have the important quality of veracity, due to the regard in which the U.S. Navy holds such documents, but have the disadvantage of occasionally lacking the reasons for a certain ship movement or activity. For this reason, the history after January 1, 1863 is largely based on the deck logs, but is supplemented with selections from the official records.

War of the Rebellion: Official Records of the Union and Confederate Armies, 126 v. (Washington, 1880-1904) is a source having the same qualities of veracity and accuracy as its naval counterpart, and was used whenever applicable in this paper. The Docking Register, Mound City Ship Yard and Dry Dock Company (1859-83) provides an accurate record of docking for the ships of the Mississippi Squadron, but it lists the Red Rover only once.

Admiral David Dixon Porter, The Naval History of the Civil War (New York, 1886), although published twenty years after the end of the war, was used to a limited extent by the author to capitalize on the personal experience of Admiral Porter. While Porter may be expected to be somewhat biased in some of his writings, this work checks closely with the official records. Holland Thompson (ed.), et al., The Photographic History of the Civil War in Ten Volumes (New York, 1911), Volume 7, Prisons and Hospitals, provides interesting photographs of the Red Rover, her officers and staff, and general sanitary conditions during the war, as well as giving an accurate account of the work of the hospital ship.

The Report of Evidence Taken Before a Joint Select Committee of Both Houses of the Confederate Congress, to Investigate the Affairs of the Navy Department (1862-63) (Richmond, 1863) was used to amplify the employment of the Red Rover as a Confederate ship. The papers of John

Julius Guthrie (17 documents), which were used in the preparation of the official records to a limited extent, were unfortunately unavailable through the National Archives during the entire period of preparation of this paper. These documents promise additional information concerning the Red Rover's period of Confederate service.

The Medical and Surgical History of the War of the Rebellion (1861-5), 3v. (Washington, 1875-88) is primarily a medical recapitulation and discussion of the numbers and types of deaths, injuries and sickness encountered during the conflict, but also offers information on the various other aspects of medical work, such as transportation of the sick and wounded.

Harper's Weekly (New York), 1861-65, provides the reports of eye-witnesses to the various happenings on the Mississippi, and presents excellent, detailed sketches of the various operations and equipment of the war. The Report of the Western Sanitary Commission for the Year Ending June 1st, 1863 (St. Louis, 1863) and Jacob Gilbert Furman, The Western Sanitary Commission: A Sketch (St. Louis, 1864) provide invaluable information concerning the fitting out and supplying of the Red Rover. The latter source was written for a fair in St. Louis in 1864, designed to raise funds for the Commission's work.

Commander Louis H. Roddis, MC, U.S.N., "The U.S. Hospital Ship Red Rover (1862-65), " The Military Surgeon (Washington), LXXVII (August, 1935), 91-98, supplies an excellent summary of the medical aspects of the Red Rover's operations, and was the only source written with the assistance of the ship's medical journals, which are kept on file at the Navy's Bureau of Medicine and Surgery. Commander W. L. Mann, MC, U.S.N., "The Origin and Development of Naval Medicine," U.S. Naval Institute Proceedings (Annapolis), LV (September, 1929), 772-782, offers the reader an excellent summary of the field encompassed by its title, and was of considerable value to the author of this paper. Another source employed in research of early hospital ships is Sir William L. Clowes, et al., The Royal Navy, 7v. (London, 1897-1903). These volumes present factual material on the first British applications of hospital ships to their naval operations.

Captain Dudley W. Knox, U.S.N. (ret.). "U.S.S. Red Rover (Hospital Ship), " Steamboat Bill of Facts (Flushing, New York), XV (December, 1944), 269-271, is merely a resume of the ship's history, which was originally prepared for the Office of Naval History in December, 1933, at the request of Lcdr. Louis H. Roddis, MC, U.S.N., and later published in the Steamboat Bill of Facts. Dr. Roddis used this information, which had been drawn exclusively from the official records, in the preparation of a section of his book, Captain Louis H. Roddis, MC, U.S.N., A Short History of Naval Medicine (New York, 1941), an excellent history that covers the subject in a most thorough manner.

Several lists and registers were of assistance to the author, each being used to authenticate the names of persons and ships appearing in this paper. Included in this group are: Register of the Officers of the Confederate States Navy (Washington, 1913), William M. Lytle, Merchant Vessels of the United States, 1807-68 (Mystic, Connecticut, 1952), Register of the Commissioned, Warrant, and Volunteer Officers of the Navy of the United States, including Officers of the Marine Corps and others, to January 1, 1865 (Washington, 1865), and George Henry Preble, A Complete list of the Vessels of the United States Navy from 1794 to 1874 (Washington, 1874)

A considerable amount of background research was accomplished, and occasionally the works which follow appear as references in the footnotes. Included among the more helpful sources are:

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The sources from which the material of this paper was derived are primarily situated in three physical locations - the National Archives, Washington, D.C., the U.S. Naval Academy Library, Annapolis, Maryland, and the Library of Congress, Washington, D.C. The author wishes to express his appreciation to the helpful staffs of these institutions, and to Professor C.E. Palmer, of Evanston, Illinois, and Dr. Ray C. Armstrong, of Lexington, Kentucky for their kind loans of reference material.

- (1) Commander W.L. Mann, MC, U.S.N., "The Origin and Early Development of Naval Medicine, " U.S. Naval Institute Proceedings (Annapolis), LV (September, 1929), 781.
- (2) Sir William L. Clowes, et al., The Royal Navy, 7v. (London, 1897-1903); III, 31.
- (3) Mann, 781.
- (4) Clowes et al., IV, 216.
- (5) Captain Louis H. Roddis, MC, U.S.N., A Short History of Nautical Medicine (New York, 1941); 188.
- (6) Mann, 782.
- (7) Holland Thompson (ed.), et al., The Photographic History of the Civil War in Ten Volumes (New York, 1911); VII, 16. Hereafter cited as Photo.
- (8) Anon., Report of the Western Sanitary Commission for the year ending June 1st. 1863 (St. Louis, 1863); 17.
- (9) The Medical and Surgical History of the War of the Rebellion (1861-65), 3v. (Washington, 1875-88); II, 974.
- (10) Captain Dudley W. Knox, U.S.N. (ret.), "U.S.S. Red Rover (Hospital Ship)," Steamboat Bill of Facts (Flushing, N.Y.), XV (December, 1944), 269.
- (11) Official Records of the Union and Confederate Navies in the War of the Rebellion, 31 V. (Washington, 1894-1931); Series 2, I, 189. Hereafter cited as O.R.N.
- (12) Harper's Weekly (New York), VI (May 3, 1862), 285.
- (13) The Edward Rhodes Stitts Library, Naval Medical School, Bethesda, Maryland, possesses a fine painting of the Red Rover, a copy of which appears in Appendix I. A photograph of the ship,*graciously donated by Dr. Ray C. Armstrong, of Lexington, Kentucky, appears in Appendix II. A comparison between these reproductions and the sketch mentioned offer added weight to the theory being advanced.
- (14) O.R.N., Series 1, XXIII, 379, Davis to Welles, September 25, 1862.
- (15) Ibid., XXII, 725, Kilty to Foote, April 9, 1862.

* Obtained from Captain Frederick Say, Jr.

- (16) Ibid., XXII, 746, Averett to Hollins, March 25, 1862.
- (17) Report of Evidence Taken Before a Joint Select Committee of Both Houses of the Confederate Congress, to Investigate the Affairs of the Navy Department (1862-3) (Richmond, 1863); 88. Hereafter cited as Report of Evidence.
- (18) 786 tons, 8 foot draft (deeply laden), two engines, twenty-eight inch cylinder diameter, eight foot stroke, and five boilers complete the description of the Red Rover as listed in O.R.N., Series 2, I, 189.
- (19) Formerly Lieute ant, U.S.N. , appointed First Lieutenant, C.S.N. on July 31, 1861, Lieutenant on October 14, 1861. Register of the Officers of the Confederate States Navy. (Washington, 1913); 75.
- (20) O.R.N., Series 1, XXII, 800, Memorandum extract from the papers of John Julius Guthrie, Lt. , C.S.N.
- (21) Admiral David Dixon Porter, The Naval History of the Civil War (New York, 1886); 134.
- (22) O.R.N., Series 1, XXII, 802, Pillow to Hollins, November 16, 1861.
- (23) Ibid., XXII, 800, Memorandum extract from the papers of John Julius Guthrie, Lt., C.S.N.
- (24) Napoleon (Arkansas) Planter (December 7, 1861), as quoted in F. Moore (ed.), et al., Rebellion Record, 12v. (New York, 1861-8); III, 106.
- (25) Porter, 159.
- (26) O.R.N., Series 1, XXII, 828, Polk to Hollins, February 26, 1862.
- (27) Ibid., XXII, 832, Hollins to Guthrie, March 2, 1862.
- (28) War of the Rebellion: Official Records of the Union and Confederate Armies, 126 V. (Washington, 1880-1904); Series 1, VIII, 152, Report of Brigadier General J. Trudeau, March 29, 1862. Hereafter cited as O.R.A.
- (29) O.R.N., Series 1, XXII, 746, Averett to Hollins, March 25, 1862.
- (30) Report of Evidence, 88.
- (31) Harper's Weekly (New York), VI (May 3, 1862), 285.
- (32) O.R.N. Series 1, XXII, 710, Walke to Foote, April 5, 1862.

- (33) Ibid., XXII, 720, Telegram from Foote to Welles, April 7, 1862.
- (34) Ibid., XXII, 721, Foote to Welles, April 8, 1862.
- (35) O.R.A., Series 2, IV, 228, Tucker to Hoffman, July 16, 1862.
- (36) O.R.N., Series 1, XXII, 725, Kilty to Foote, April 9, 1862.
- (37) Ibid., XXIII, 91, Davis to Pennock, May 12, 1862.
- (38) Jacob Gilbert Furman, The Western Sanitary Commission: A Sketch (St. Louis, 1864); 54. Hereafter cited as Western.
- (39) O.R.N., Series 1, XXIII, 153, Wise to Foote, June 12, 1862.
- (40) Ibid., XXIII, 110-11, Pennock to Davis, May 31, 1862.
- (41) Ibid., XXIII, 147-48, Pennock to Davis, June 10, 1862.
- (42) "The Battle of St. Charles, Arkansas," Harper's Weekly (New York), VI (July 12, 1862), 289.
- (43) O.R.N., Series 1, XXIII, 177, Davis to Welles, June 20, 1862.
- (44) Ibid., XXIII, 178, Davis to Welles, June 21, 1862.
- (45) Ibid., XXIII, 224, Davis to Maynadier, June 23, 1862.
- (46) Ibid., XXIII, 179, Davis to Bixby, June 24, 1862.
- (47) Ibid., XXIII, 182-3, Bixby to Davis, June 27, 1862.
- (48) Ibid., XXIII, 229, Pennock to Davis, June 26, 1862.
- (49) Docking Register, Mound City Ship Yard and Dry Dock Company (1859-83); entry for June 28, 1862.
- (50) Porter, 135.
- (51) O.R.N., Series 1, XXIII, 252, Pennock to Davis, July 6, 1862.
- (52) Ibid., XVIII, 753, Extract from Journal of the U.S.S. Richmond, July 15, 1862.
- (53) Ibid., XXIII, 686, Abstract log of the U.S.S. Carondelet, July 15, 1862.
- (54) Ibid., XXIII, 261, Davis to Pennock, July 18, 1862.

- (55) Ibid., XVIII, 43, Walke to Davis, July 22, 1862.
- (56) Ibid., XXIII, 674, Abstract log of the U.S.S. Benton, August 29, 1862.
- (57) Ibid., XXIII, 359, Davis to Wells, September 16, 1862.
- (58) Ibid., XXIII, 363, Davis to Pennock, September 18, 1862.
- (59) Ibid., XXIII, 376, Gilchrist to Pennock, September 24, 1862.
- (60) Ibid., Series 2, I, 188.
- (61) Register of the Commissioned, Warrant, and Volunteer Officers of the Navy of the United States, including Officers of the Marine Corps and others, to January 1, 1865 (Washington, 1865); 233. Hereafter cited as Register.
- (62) O.R.N., Series 2, I, 189.
- (63) Deck Log, U.S.S. Red Rover, December 27, 1862 to December 30, 1863 inclusive, entry of December 27, 1862. Hereafter cited as Deck Log I.
- (64) Ibid., December 28, 1862.
- (65) Ibid., December 30, 1862.
- (66) Ibid., January 1, 1863.
- (67) R.S. West, The Second Admiral (New York, 1937); 191
- (68) Deck Log I, January 2, 1863.
- (69) Ibid., January 9, 1863.
- (70) O.R.N., Series 1, XXIV, 100, General Order No. 30 of Admiral David Dixon Porter, January 7, 1863.
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- (72) Ibid., January 21, 1863.
- (73) West, 213-14
- (74) Deck Log I, January 23, 1863.
- (75) O.R.N., Series 1, XXIV, 190, Porter to Wells, January 24, 1863.

- (76) Deck Log I, March 11, 1863.
- (77) Commander Louis H. Roddis, MC, U.S.N., "The U.S. Hospital Ship Red Rover (1862-65)," The Military Surgeon (Washington), LXXVII (August, 1935); 97. Hereafter cited as Ship.
- (78) Deck Log I, April 23, 1863.
- (79) Named for Fleet Surgeon Ninian A. Pinckney.
- (80) Deck Log I, April 27, 1863.
- (81) Ibid., May 20, 1863.
- (82) Ibid., May 22, 1863.
- (83) Ibid., June 9, 1863.
- (84) O.R.N., Series 1, XXV, 91, special order of Admiral Porter, June 23.
- (85) Deck Log I, July 4, 1863.
- (86) Ibid., July 11, 1863.
- (87) Ibid., July 14, 1863.
- (88) Western, 97.
- (89) Deck Log I, August 1-8, 1863.
- (90) Ibid., August 13, 1863.
- (91) Ibid., November 16, 1863.
- (92) Ibid., November 19, 1863.
- (93) Ibid., December 3, 1863.
- (94) Ibid., December 2, 1863.
- (95) Deck Log, U.S.S. Red Rover, January 1, 1864 to January 1, 1865 inclusive, entry of February 23, 1864. Hereafter cited as Deck Log II.
- (96) O.R.N., Series 1, XXVI, 21, Pennock to Porter, March 11, 1864.
- (97) Ibid., XXVI, 215, Pennock to Porter, April 15, 1864.
- (98) Ibid., XXVI, 222, Ferguson to Pattison, April 14, 1864.
- (99) Deck Log II, April 19, 1864.

- (100) O.R.N., Series 1, XXVI, 241, Porter to Welles, April 19, 1864.
- (101) Deck Log II, May 3, 1864.
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- (106) Ibid., July 6, 1864.
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- (108) Ibid., July 27, 1864.
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- (111) Deck Log II, October 24 - November 23, 1864.
- (112) Ibid., December 29, 1864.
- (113) O.R.N., Series 1, XXVI, 57 - 254, Lee to Welles, February 21 - November 29, 1865. A series of bimonthly reports of fleet disposition.
- (114) Ibid., XXII, 337, Lee to Bureau of Navigation and Office of Detail, August 12, 1865.
- (115) Register, 745.
- (116) Two of Bixby's treatises have been place on file in the Library of Congress, representing his specialty in the genito-urinary field of medical research.
- (117) O.R.N., Series 2, I, 189.
- (118) Ship, 96.
- (119) Photographs of the ship's medical staff appear in Photo., 318.
- (120) Ship, 97.
- (121) Deck Log I, December 27, 1862.